

BASS' LIGHT GRAVITY ALE. \$2.40 per dozen pints. In a excellent condition. H. PRICE & CO., 12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

BOARS' HEAD BRAND Guinness' Stout. Per Case of 3 dozen pints, \$23.00. Sole Agents, H. PRICE & CO., 12, Queen's Road.

No. 12,227.

號九廿月五年二零百九千一英

HONGKONG, THURSDAY, MAY 29, 1902.

日二十月四年壬壬

PRICE, \$2.50 Per Month.

Business Notices.

W. S. BAILEY & CO.

Engineers, Shipbuilders, Boilermakers, Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS, TUGS AND FAST STEAM-LAUNCHES.

Pumps, Packings, (General Stores and Engineers' Tools of Every Description.

OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS, 60 & 62, DES VUE ROAD CENTRAL, KOWLOON BAY.

W. S. BAILEY, MANAGER. E. O. MURPHY, WORKMAN.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK. PLANS, SPECIFICATIONS AND TENDERS.

Consulting and Superintending Engineers and Surveyors. 2433

THE CAUSEWAY BAY DAIRY.

THE above DAIRY will be ready to supply FRESH MILK from Monday next, the 2nd week in.

Orders sent to the TOWN DEPOT, at 29 GOUGHMAN STREET will be attended to promptly.

Price ... 10 cents per pint.

ITALIANA & MILLAR, General Managers.

Hongkong, May 28, 1902. 1128

NOTICE.

NOTICE is hereby given that TSE 謝 FUK SHING 聖 TSE 謝 SAU SHING 聖 TSE 謝 WAI KUK 發 and LEUNG 兩 和

have, from the 28th April, 1902, ceased to be partners in the TSE 謝 KWONG 廣

茂 Company's shop in No. 29, Wellington Street, having on that day transferred their interest in all property in connection therewith to TSE 謝 KI 祺

and others, and that TSE 謝 KI 祺 and others have taken over the contractor's shop and continue business under the same name, No. 29 Wellington Street. All debts contracted by the old partners above-mentioned and their liabilities are limited to them and all future profit and loss will not affect them.

The public are also informed that there are other building contractors trading under the name of KWONG 廣 茂

茂 Company which is not connected with the under-signed, and all customers are requested to make the distinction.

謝 廣 茂 TSE KWONG MOW, Building Contractors.

Hongkong, May 3, 1902. 917

NOTICE OF REMOVAL.

Messrs. C. E. WARREN & CO., beg to inform the Public that they will REMOVE from No. 34, Wellington Street to More Commercial Premises in No. 34, Des Vues Road Central on the 1st of June.

Hongkong, May 26, 1902. 1125

Wanted.

BRITISH NORTH BORNEO.

WANTED.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials, and state salary required, to Director of Public Works, SINGAPORE.

Hongkong, February 3, 1902. 256

WANTED.

AN EXPERIENCED DAILY GIVER.

Apply "H. C. M." Care of Office this Paper.

Hongkong, May 20, 1902. 1080

WANTED.

BOOK-KEEPER. Young, not over 30, to take charge of Commercial Books; must have good references.

Apply to "A.G.S." Care of this paper.

Hongkong, May 22, 1902. 1088

NAVAL YARD.

WANTED BOY WRITER IN CHIEF ENGINEERS' DEPARTMENT.

Salary \$20 per month.

Hongkong, May 17. 1069

SANITARY BOARD NOTICE.

IN View of the PREVALENCE of CHOLERA in Hongkong, the Public are hereby warned against the Consumption of Untreated Water.

Over Boiled Fruit and Cooked Vegetables will Unharmful Milk or Water.

By Order, G. A. WOODCOCK, Secretary.

Hongkong, May 5, 1902. 978

CHEE WING & CO.

22 & 24, LEE YUEN STREET (WEST), HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.

STEEL GIRDERS AND TEES, CORRUGATED IRON, FIG IRON, &c.

Suitable for SHOPS, FACTORIES AND HOUSE BUILDERS.

Hongkong, May 29, 1902. 1227

THE MUTUAL STORES.

8 and 10, D'Almeida Street.

GENERAL PROVISION DEALERS.

WINE & SPIRIT MERCHANTS, &c.

PRICES VERY REASONABLE.

GOODS GUARANTEED TO BE FRESH AND OF THE BEST QUALITY.

Hongkong, January 17, 1902. 118

CHAS. J. GAUPP & Co.

Jewellers, Watch & Clock Makers, Gold & Silver Smiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VERMOREL'S CALCULATED BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPASS.

ADMIRALTY & IMRAY CHARTS.

NAUTICAL BOOKS.

English Silver & Electro-Plated Ware.

Christie & Co.'s 22 K. PLATED WARE.

GOLD & SILVER JEWELLERY in great variety.

DIAMOND JEWELLERY.

Splendid Collection of the Latest LONDON PATRONS, at very moderate prices. 472

D. & G. McLAREN'S

Blue Label Special Blend, WHISKY

... \$12 per doz.

CHARLES MACKINLAY & Co's

Finest Old SCOTCH WHISKY as supplied to ALEX. GORDON & Co., Ltd., Refreshment Contractors to the Houses of Parliament, who state that this Blend is universally liked and appreciated by the Members. \$10.75 per doz.

JOHN GRAHAM & Co's

Crown Port Wine ... \$24 per doz.

Capt. G. C. ANDERSON having RESIGNED the Agency for the above, the Undersigned have been appointed Agents for HONGKONG.

W. H. POTTS & CO.,

No. 3, QUEEN'S BUILDINGS.

三字經

1.—THE TRI-METRIC CLASSIC.

千字文

2.—THE THOUSAND WORDS' POEM.

Translated from the Chinese by E. J. EDEL, Ph.D.

To be had—Price 30 Cents the set—from the "China Mail" Office, 5 Wyndham Street.

Hongkong, December 17, 1901. 1061

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 10 minutes.

11.30 a.m. to 12.45 p.m. Every 10 minutes.

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LATE TELEGRAMS

Watches and Clocks repaired by Competent **EUROPEAN EXPERTS.**
DROZ & CO.,
 No. 10, Queen's Road Central.

Hongkong, September 1st 1801.

R. SHEWAN, Esq.
Hongkong, January 2, 1932.

PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAUT)
8, rue Vivienne, PARIS-FRANCE

For Sale by A. S. WATSON & Co., *Optometrists*,
INDIANAPOLIS, IND.

Superiority: Bitter Apple, Peuntyroyal, 171 Cornhill, N.C.
Said by
A.S. WATSON & CO., LTD., HONGKONG
Proprietor
MARTIN, Chemist, SOUTHAMPTON, ENGLAND
E27

laborer. Every household should have a bottle at hand. It never fails and is pleasant to take. Get it to-day. It may save life. For sale by All Dealers; WATKINS & Co., General Agents.

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TRADE MARK.



TRADE MARK.

WATKINS, LIMITED,

CHEMISTS, PERFUMERS, AERATED WATER MANUFACTURERS,
WINE & SPIRIT MERCHANTS, & GENERAL COMMISSION AGENTS.

ESSETS FLUID

Against the **PLAGUE.**

WHAT PURE CARBOLIC ACID WILL DO IN THREE HOURS, ESSETS
FLUID WILL DO IN NINE MINUTES.

ESSETS FLUID

Against the **PLAGUE.**

PRESCRIPTIONS AND FAMILY RECIPES DISPENSED BY QUALIFIED EUROPEAN CHEMISTS ONLY.

Factory: MASON'S LANE.

66, Queen's Road Central, HONGKONG.

The U.S. Navy.

President Roosevelt, in an address delivered to the naval cadets at Annapolis, Maryland, said that the wrongdoers in the Philippines would be punished, but the flag would remain. The navy was more responsible for the safety of the Republic than any other force.

The newspapers, commenting on the speech, state that there is a subconscious note of possible war, though they are unaware of the threatening direction.

Mr. J. D. Long, retiring Secretary of the Navy, in bidding farewell to the navy, declared that the naval programme was insufficient, though it would keep the United States up to the standard of Germany.

Russian News.

May 1. The Czar will visit Moscow on May 25 and lay the foundation-stone of a monument to his father. A large portion of the St. Petersburg police will be transferred to Moscow to ensure the Czar's safety.

Eight hundred of the Semy Regiment have been transferred to the remotest provinces of Russia for refusing to fire on the rioters at Moscow. A marine infantry detachment at St. Petersburg has been similarly punished for not helping to repress the students' disturbances.

[Smy is one of the chief trade centres of Little Russia, and is 121 miles N.W. of Kharkov.]

May 6. Peasants raided the State granary at Turkdinsk, in the province of Tomsk, Siberia. The police attempted to prevent them, but the officers were dispersed and many of them were killed. One hundred peasants died of famine prior to the revolt. Martial law has been proclaimed in five districts of the Pskov province, Little Russia.

The *Moscow Leader* reports that 500 infantry in Pskov declined to fire on a crowd of people which included women and girls, armed with meagre weapons and bayonets. The soldiers declared that they could not shoot women. All the soldiers were tried by court-martial, and every tenth man was shot. The remainder were discharged and were sentenced to penal servitude.

An army order declares that the troops are soldiers first and citizens afterwards, and that when ordered to do so they must shoot straight as they would do on the battlefield.

The latest correspondent of the *Standard* states that M. Ploche, the new Minister for the Interior in succession to the late M. Shyaglin, has larger powers than his predecessors, and favours liberal measures and internal reform.

May 7. Twelve thousand Poles made a demonstration in Warsaw. The cavalry and the police charged the crowd. Several people were killed and 100 others were wounded.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	L.H.P.	Captain.	Last reported at.
Albion	despatch vessel	1700	—	2600	Comdr. Seymour E. Erskine	Japan
Albatross	battleship, 1st class	12,500	16	13,500	Comdr. Seymour E. Erskine	Japan
Albatross	ship	1050	6	1400	Comdr. Seymour E. Erskine	Hongkong
Albatross	cruiser, 2nd class	4300	10	6000	Comdr. Seymour E. Erskine	Shanghai
Albatross	cruiser, 1st class	11,000	16	18,000	Comdr. Seymour E. Erskine	Japan
Albatross	gunboat, 1st class	5000	12	13,000	Comdr. Seymour E. Erskine	Japan
Albatross	gunboat, 1st class	710	6	1800	Comdr. Seymour E. Erskine	Taku
Albatross	gunboat, 1st class	710	6	1800	Comdr. Seymour E. Erskine	Foochow
Albatross	cruiser, 1st class	12,000	14	21,000	Comdr. Seymour E. Erskine	Amoy
Albatross	water tank and tug	300	—	300	Comdr. Seymour E. Erskine	Hongkong
Albatross	cruiser, 2nd class	5000	11	9000	Comdr. Seymour E. Erskine	Hongkong
Albatross	cruiser, 1st class	7300	12	10,000	Comdr. Seymour E. Erskine	Amoy
Albatross	2-1st-2nd class coast defence	383	3	200	Comdr. Seymour E. Erskine	Hongkong
Albatross	ship	1070	10	1400	Comdr. Seymour E. Erskine	Hongkong
Albatross	torpedo boat destroyer	380	6	5700	Comdr. Seymour E. Erskine	Hongkong
Albatross	cruiser, 3rd class	1380	12	3200	Comdr. Seymour E. Erskine	Singapore
Albatross	gunboat, 2nd class	455	—	300	Comdr. Seymour E. Erskine	Hongkong
Albatross	battleship, 1st class	12,500	16	13,500	Comdr. Seymour E. Erskine	Japan
Albatross	battleship, 1st class	12,500	16	13,500	Comdr. Seymour E. Erskine	Japan
Albatross	torpedo boat destroyer	375	6	4000	Comdr. Seymour E. Erskine	Weihaei
Albatross	torpedo boat destroyer	375	6	4000	Comdr. Seymour E. Erskine	Hongkong
Albatross	storeship	1540	—	800	Comdr. Seymour E. Erskine	Hongkong
Albatross	cruiser, 2nd class	3500	18	9000	Comdr. Seymour E. Erskine	Hongkong
Albatross	torpedo boat destroyer	380	6	3800	Comdr. Seymour E. Erskine	Hongkong
Albatross	river gunboat	180	2	800	Comdr. Seymour E. Erskine	Yangtze-Kiang
Albatross	river gunboat	980	10	1400	Comdr. Seymour E. Erskine	Swatow
Albatross	battleship, 1st class	12,500	16	13,500	Comdr. Seymour E. Erskine	Hongkong
Albatross	torpedo boat destroyer	380	6	5700	Comdr. Seymour E. Erskine	Hongkong
Albatross	ship	1015	6	1400	Comdr. Seymour E. Erskine	Nagasaki
Albatross	cruiser, 2nd class	3600	8	7000	Comdr. Seymour E. Erskine	Shanghai
Albatross	surveying vessel	835	6	650	Comdr. Seymour E. Erskine	Hongkong
Albatross	ship	980	10	1400	Comdr. Seymour E. Erskine	Hongkong
Albatross	river gunboat	35	2	240	Comdr. Seymour E. Erskine	Hongkong
Albatross	river gunboat	380	6	1400	Comdr. Seymour E. Erskine	Hongkong
Albatross	gun-vessel, 2nd class	756	2	870	Comdr. Seymour E. Erskine	Hongkong
Albatross	torpedo boat destroyer	240	6	6500	Comdr. Seymour E. Erskine	Hongkong
Albatross	cruiser, 2nd class	3600	11	9000	Comdr. Seymour E. Erskine	Nagasaki
Albatross	receiving ship	4650	—	—	Comdr. Seymour E. Erskine	Hongkong
Albatross	river gunboat	180	2	800	Comdr. Seymour E. Erskine	Shanghai
Albatross	cruiser, 1st class	14,200	14	25,000	Comdr. Seymour E. Erskine	Hongkong
Albatross	coast defence gunboat	363	3	200	Comdr. Seymour E. Erskine	Hongkong
Albatross	ship	980	10	1400	Comdr. Seymour E. Erskine	Hongkong
Albatross	surveying ship	420	—	450	Comdr. Seymour E. Erskine	Newchwang
Albatross	torpedo boat destroyer	383	6	5700	Comdr. Seymour E. Erskine	Hongkong
Albatross	consulship, armed	2750	4	1000	Comdr. Seymour E. Erskine	Hongkong
Albatross	river gunboat	150	2	550	Comdr. Seymour E. Erskine	Hankow
Albatross	river gunboat	150	2	550	Comdr. Seymour E. Erskine	Shanghai

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.
** Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.



MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout, and Gravel. Select and most Gentle Medicine for Infants, Children, Delicate Females, and the Sufferers of Pregnancy.

A RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, I. M. Customs. With Woodcuts.

[Reprinted from the China Review.]

One of the Best Sketches of Formosa Life yet written.

Price \$1.00.

'China Mail' Office, 5 Wyndham Street, Hongkong.

"HARLENE" FOR THE HAIR

THE VERY FINEST DRESSING. SPECIALLY PREPARED AND DELICATELY PERFUMED. RESTORES THE HAIR. PROMOTES THE GROWTH. ARRESTS THE FALL. STRENGTHENS THE ROOTS. REMOVES DANDRUFF. ALLAYS ALL IRRITATION.

Full description and directions for use in 20 languages supplied with every bottle. 1s., 2s., 6d., and (3 times 2s. 6d. size) 4s., 6d. per bottle, from Druggists, etc., all over the world.

EDWARDS' HARLENE CO., 95 & 96, HIGH HOLBORN, LONDON, ENG.

VINOLIA SOAP Is Unsurpassed for the Complexion.

VINOLIA SOAP Keeps the Skin as Soft as Velvet.

VINOLIA SOAP Lasts well, and does not Cry or Irritate the most Sensitive Skin.

VINOLIA SOAP Is a Luxury for the Toilet.

VINOLIA CREAM, for Itching, Prickly Heat, Sunburn, etc.

VINOLIA POWDER, for Redness, Roughness, Toilet, Nursery, &c.

SOLD EVERYWHERE.

'DARTING' LANOLINE

Natural Toilet Preparations.

'DARTING' TOILET 'LANOLINE' in small and large collapsible tubes. Makes rough skins smooth and protects delicate complexions from the effects of wind and sun. 'DARTING' 'LANOLINE' TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.

Wholesale: 67, Holborn Viaduct, E.C.

PEACH'S LACE CURTAINS

SEND YOUR ADDRESS for our New Illustrated Catalogue. Foreign Edition Post Free. The most complete List of Lace Goods issued.

Import your own Goods DIRECT FROM THE LOOMS, and save three Profits. LACE CURTAINS, MADRAS MUSLINS, CAPES, LADIES & GENTS' REAL SWISS, ROLLER BLINDS, FLOORS, LACES ALL MAKES, COLLARETTES, LOOM HOSIERY, GUILFEE D'ART, POPULAR PARCEL 2/1.

Lot No 387 consists of—1 pair Rich Artistic Drawing-Room Curtains, 4 yds long, 2 yds 3 in wide, 2 pairs white, Handmade Dining-Room Curtains, 4 yds long, 2 yds 3 in wide, 1 pair hand-made Pattern Bed-Room Curtains, 3 yds long, 2 yds 3 in wide. 1 pair new fashionable Sash Curtains, 1 table centre, 1 cushion, 1 set of Dutchess Toilet Covers, one 6 in. long, and five smaller. Extra if desired. On receipt of Post Office Order for 25s. the lot sent per Parcel Post, direct to your address in China well-packed in cellophane.

Customers throughout the Empire testify to the reliable work, Marvellous Value, and Durability. First Prize Medal, Toronto 1897, Chicago 1893.

PEACH & SONS, Lister Gate, Nottingham, England. Established 1857.

Abbreviated Price Lists may be obtained at the Office of this Paper.

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ADVERTISE

ADVERTISE

'The Life of Trade.'

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

THE China Mail.

Read by all Classes in the Colony, and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half-a-Century

TELEPHONE No. 226.
CABLE ADDRESS: "ACHEE," HONGKONG.
A B C CODE, 4TH EDITION.

ESTABLISHED 1859.

ACHEE & CO

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17a Queen's Road.

**Furniture
Dealers.**

**DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.**

**ELECTRO-PLATED,
GLASS and
CHINA WARES.**

**PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.**

**COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.**

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LIMITED.**

28 & 34, Queen's Road
(Opposite Hongkong Hotel and Post Office).

**General -
Drapers -
and - - -
Outfitters**

DRESSMAKING

A SPECIALITY.

All cutting executed by
an experienced
Dressmaker.

**Parisienne and
English Millinery**

Always in stock. Orders
receive European
Supervision.

Just received

Parasols in all the Newest
Styles.
Muslin Dressing Jackets
and Morning Gowns in
Great Variety.

**NEW MILLINERY,
NEW MUSLINS,
NEW SUMMER
DRESS GOODS.**

Telephone No. 135.

TRADE MARK

D. C. L. GIN,

OLD TOM and

DRY.

The Finest London Gin on this
Market.

\$7.50 per dozen.

H. PRICE & CO.,

15, Queen's Road.

MEMOS. FOR TO-MORROW.

Meeting.
11 a.m. Meeting of Shareholders of A.
S. Watson & Co., Ltd., at the Com-
pany's Office.

General Memoranda.

SATURDAY, May 31:—
2.30 p.m.—Auction of Jewellery, at
Messrs. Hughes and Hough's Sales
Rooms.

THURSDAY, June 3:—
2.30 p.m.—Auction of Household Furni-
ture, at No. 11, Knutsford Terrace,
Kowloon.

THURSDAY, June 5:—
2 p.m.—Auction of Household Furni-
ture, &c., at the Residence of Dr.
Hartigan, "Seaside," McDonnell Road.

CONSUMPTION.

WHICH is the most dangerous and fatal
disease, has as its first indication a
persistent cough, and if properly treated as
soon as this cough appears is easily cured.
Chamberlain's Cough Remedy has proven
wonderfully successful, and gained its wide
reputation and extensive sale by its success
in curing the diseases which cause cough-
ing. It always cures and cures quickly.
For sale by All Dealers: WATKINS Ltd.,
General Agents.

WASHING BOOKS.

(In English and Chinese.)
WATKINS' BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.
CHINA MAIL OFFICE.



**A. S. WATSON & CO.,
LIMITED.**

Established A.D. 1841.

AERATED

WATERS

THE WATER used is THE PUR-

**EST that can be obtained, and is
skillfully FILTERED ON THE MOST
SCIENTIFIC PRINCIPLES.**

THE MACHINERY employed is of

**the latest design and most approved
type.**

THE BEST AND MOST EXPEN-

**SIVE INGREDIENTS only are used,
GUARANTEEING**

ABSOLUTE PURITY.

ENGLISH EXPERTS

Manage our Factories and their practical

knowledge and constant supervision

enables us to produce waters of unrival-

led excellence and purity.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

Agents.

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BIRTHS.

On 22nd May, at 92, Bubbington Well
Road, Shanghai, the wife of COLIN BUCHANAN,
of a Son.

On the 22nd May, at Rosebank, Bubbington
Well Road, Shanghai, to Mr and Mrs.
ARTHUR DAVENPORT, a Son.

MARRIAGE.

On the 20th May, at the Holy Trinity
Cathedral, Shanghai, by the Rev. H. C.
Hodges, M.A., CHARLES JAMES LINSAY,
eldest son of J. A. Linsay, Esq., Shanghai,
and to ELIZABETH DAVENPORT, youngest daughter
of Wm. Richard Coulton, Esq., of Dean
Court, Bickfastleigh, South Devon, and of
Barkington Manor, Staverston.

DEATH.

At Hachow, on the 16th May, 1891, Mrs. May,
infant daughter of Mr and Mrs. J. T.
Proctor, of A.B.M.U.; aged 3 days.

The publication of this issue commenced
at 5.45 p.m.

The China Mail.

HONGKONG, THURSDAY, MAY 29, 1902.

LOCAL AND GENERAL.

The Rival Boilers.
The Daily Telegraph understands that
the Admiralty has decided to fit warships
in future with combination boilers, one-
fifth cylindrical and four-fifths water tube.

Hongkong Boat Club.
The Hon. F. H. May, C.M.G., Colon-
ial Secretary, has succeeded the Hon. J. H.
Stewart Lockhart (now Commissioner at
Weihaiwei) as President of the Hongkong
Boat Club.

Volunteers at the Coronation.
Indian Volunteers on leave in Eng-
land, though not selected as representa-
tives of their Corps, will be allowed to
join the Contingent for the actual Coronation
procession.

Propitiating the Plague Demon.
In order to propitiate the plague
demon the Chinamen resident in Calcutta
held a four days' fast which ended on the
11th inst., when in a large body they
passed down Bendinck Street in procession.

Wells to be Closed.
Dr. Clark, Medical Officer of Health, re-
commends that the wells at the following
places be closed as being dangerous to
health, viz.—33 Queen's Road Central, 341
Queen's Road West, Sui Chong Lane,
Man Mo Temple, D'Agallier Street, 2
Kwan Wa Lane and in Tin Shing Lane.

Enteric in Colombo.
A renewed outbreak of enteric hav-
ing occurred among the Royal Artillery
in the Fort at Colombo, it is sug-
gested that the fever has been introduced
from outside from the men drinking
impure water of native manu-
facture with which the market is now flood-
ed, and which waters are sold in large
quantities in the cheap restaurants and
houses frequented by the soldiers.

The Plague in India.
It is wired from Simla on the 12th
inst.—The plague seems to be dying down
everywhere but in the Punjab, and even
there a great decrease is taking place. The
figures for the last week published to-day
show a reduction from 15,748 to 11,612 in
the grand total of the plague deaths, the
Punjab reporting 9,192 against 12,334 in
the previous seven days, while the whole of
the rest of India had 2,420 deaths as against
3,414 in the preceding week.

The English Football Cup.
The replayed final for the English
Football Cup took place at the Crystal
Palace before about 37,000 people. The
finest were Sheffield United and South-
ampton. In less than two minutes after
play commenced the United team scored
their first goal, and an outburst of hearty
cheering. Thereafter the excitement of
the spectators grew apace, and every
movement of the competing teams was
keenly watched, some splendid play being
witnessed. When half-time was called, the
players had to make their way to the
Pavilion amid lines of spectators, who,
leaving their seats in frantic haste, flocked
towards them, cheering and shouting words
of encouragement to their respective
favorites. When, after a brief interval, the
contestants reappeared and reversed
their former positions another hearty cheer
went up, only to be multiplied a hundred-
fold a little later, when the Southampton
men equalised matters by obtaining a goal.
Sheffield having scored a second goal, ten
minutes from time, the excitement became
more and more intense, and never once
abated until within a few minutes of
time being called, when it was seen
that the Southamptoners had no chance
of wresting the hard-fought trophy
from their opponents.

DIARRHOEA.
It is more to be dreaded than diphtheria.
It attacks all ages and is equally fatal
to young and old. The great mortality
resulting from diarrhoea is due to the lack
of proper treatment at the first stages of
the disease. Chamberlain's Colic, Cholera
and Diarrhoea Remedy is a reliable and
effective medicine, and if given in time will
prevent serious consequences. The remedy
never fails and is pleasant to take. Every
household should have a bottle handy.
Get it to-day. It may save a life. For sale
by All Dealers: WATKINS Ltd., General
Agents.

LOCAL AND GENERAL.

Notes by the Way.
General Otto Lenghi has been appoint-
ed Italian War Minister.

Ex-President Steyn has creeping par-
alysis, but is still recalcitrant.

The French Mail of the 21st April was
delivered in London on the 27th May.

The death is announced of Captain
Machell, the well-known racehorse owner.

A Boer prisoner in Ceylon having been
litten by a mad dog has been sent to Kan-
sauli.

The second ballots in France resulted
in the Socialist Minister, M. Millerand,
being elected.

The Brighton Hockey Cup has been
won a second time at Calcutta by the Roy-
al Irish Rifles.

The prices paid for Australian horses
at Shanghai on the 22nd May ranged from
Taels 200 to Taels 530.

The death in London is reported of
Lieutenant Morris, 45th Sikhs, who went
home on sick leave last year.

Arrears of taxes, amounting to 120
million roubles, have been remitted to
Russian peasants owing to the distress.

Mr Alexander Baird, Mill Engineer,
Bombay, died suddenly of heart apoplexy
whilst playing cards at the United Club.

The Carlton Club has resolved to admit
distinguished visitors from India and the
Colonies as honorary members this year.

Lieut. Colonel Murray, 2nd Royal In-
fantry Fusiliers, who was dangerously
wounded in action on 8th April, is now
convalescent in hospital at Pretoria.

Mr Cockburn has returned to Peking
to take up his old appointment as Chinese
Secretary of the British Legation, on the
departure of Mr Campbell on his furlough.

Captain Miles, 4th Punjab Infantry,
proceeds overland from China to Kash-
gar, where he officiates as special Political
Assistant. Vice Mr Macartney, granted
eighteen months' leave.

It has been announced at Home, and it
may interest some here, that the younger
Miss Powell, daughter of Commodore
Powell, C.B., late of the Naval Yard, Hong-
kong, is engaged to be married to Lieuten-
ant Matton, R.N., who was her father's
private secretary here.

W. Harry Green, describing himself as
a jockey hailing from South Africa and im-
ported per s.s. *Sarona*, was to have been
before the magistrate to-day for being
disorderly on the public street. He failed
to face the starter, and forfeited his en-
trance fee of \$15.

The Coronation in Hongkong.
H.M.S. *Terrible*, after conveying the
destroyers *Hard*, *Whiting* and *Paseo* up to
Weihaiwei for duty, is to return to Hong-
kong, where she is detailed for duty during
the Coronation celebrations. There is a
probability of her going Home soon. The
destroyers have been undergoing certain
repairs preparatory to their transfer to
Weihaiwei. The *Hard* and *Paseo* have for
some time been in the Fleet Reserve here.

The Rats Regulations.
To-day, six masters of steamers were
fined \$10 for failing to comply with the
new Rats Regulations requiring
them to affix rat funnels on their moor-
ing hawsers while lying at the wharf.
Lance-Sergeant T. F. Boulger prosecuted,
and the masters of the *Hoi Ning*, *Maoan*,
Atalanta, *Itakon*, *Powan* and *Hoi Ho*
were those who had to "pay the piper."

Death of ex-Inspector Duncan.
Many residents of the Colony will
regret to learn of the death of Mr Thomas
Duncan, late Inspector of Police, Hong-
kong, which event took place suddenly
at his house West Hill, Markinch, Scot-
land, on the 23rd April last. Mr Duncan,
who was a very highly respected member
of the Force, retired on a well-earned pen-
sion last year, after twenty two years' faithful
service to the Colony. He was
buried in Kingskettle Cemetery, Fifeshire.
Much sympathy will be extended to his
widow, who left behind in Hongkong a
large circle of very close friends. Deceased
had no children to mourn his loss.

New Launches for Borneo.
On the 27th inst., the *Chantel*, the
second of two steam launches built by W.
S. Bailey & Co. for the British North
Borneo Chartered Co., left for Sandakan in
charge of Captain Groves; Mr Alex.
Johnson, the Company's Engineer, under
whose inspection the vessels have been
built, being also on board. The *Chantel*
is 65 feet in length, drawing only 3ft. 8in. of
water, and attained a speed on trial of 9½
knots. She steams direct to Sandakan, a
distance of about 1,300 miles, and the
owners have not insured her for the voyage.
The two launches were turned out by
Messrs Bailey in the short period of three
and a half months.

LOCAL AND GENERAL.

Ceylon Attorney General.
Mr Alfred George Lastelles, B.A.,
King's Advocate, Cyprus, has been appoint-
ed Attorney General of Ceylon.

Increase of Plague.
To-day, 13 cases of plague are reported
(16 fatal). The cases are all Chinese, and
occur in all parts of the Colony, two
coming from Hongkong, one from Yauwai,
one near Gun Club Hill, Kowloon, and
one from Elgin Road, Tsimshutsui.

Indian Troops in China.
The following telegram from Calcutta,
dated May 16, is not so clear as it might
be:—It is now settled that the garrison of
native troops in North-Eastern China shall
be 3 Battalions of Infantry in Shanghai, 1
in Hongkong, and 2 Battalions from India
as at present.

A Prediction Unfulfilled.
A London telegram dated 13th May
said:—The Severn ship is confidently
expected to be a great advance upon the
Santos-Dumont in stability and steering
power. This prediction was not fulfilled,
as the ship fell and killed the two
aeronautes.

The Scottish Football Cup.
In the final tie for the Scottish Cup,
the Celtic (Glasgow) and Hibernians
(Edinburgh) were opposed at Celtic Park,
Glasgow, before 10,000 spectators. Some
brilliant play was witnessed in the opening
half, which on the whole, was evenly con-
tested. Neating half-time, Celtic attacked
strongly, but the teams changed ends with-
out scoring. The Hibernians opened
the second half well, but it was not until
the last 15 minutes that a well-placed
corner enabled Callaghan to score what
proved to be the winning goal for the
Edinburgh side, who thus won by a goal to
none.

House Collapses.
Yesterday's heavy rains were the cause
of two collapses and a small landslide. The
house at No. 280, Queen's Road Central,
which was a long house affected by the re-
cent fire, tumbled over amongst the fire debris.
A small landslide occurred at the new
latrine in course of erection in Lee House
Street, doing some damage to the barri-
cading and to the work in progress. This
morning, the verandah and part of the
front walls of a terrace of 12 houses in course
of construction nearly opposite the top of
Ladder Street, collapsed. Fortunately, no
injuries were sustained by anyone.

H.M.S. 'Wivern.'
That interesting relic of by-gone
times, H.M.S. *Wivern*, is after all, not to
go up north to be shot at as a target, a
more dignified and useful fate being assign-
ed to her. She is described in the list of
British warships on this station as an
armoured coast-defence ship of 2750 tons,
carrying 4 guns and engines of 1000
I.H.P., and for a long time she has lain in
the out-of-commission anchorage at Yau-
wai. She has, however, been recently
transferred to the anchorage of the Naval
Yard at Hongkong, and the object of the
Admiralty authorities is to convert her into
a distilling ship, a vote of \$38,000 having
been granted for that purpose. The long
drought experienced here has had its effect
on the water supply at the Naval Yard and
on the various mun-of-war, and powerful
machinery is about to be placed on the old
Wivern which will cover all such difficulties
in future.

British Naval Shipbuilding.
The following telegram from London
is dated 7th inst.:—The committee appoint-
ed by the Admiralty to inquire into the
causes of the delay in shipbuilding for the
Navy has presented its report. The com-
mittee states that the delay in the building
of ships for the Navy is due as regards
armour plates to changes in the Harvey
process of their manufacture, and to the
time which was consequently occupied in
altering the manufacturers' plant. Some
delay was also due to the engineers strike
of a few years ago. Deliveries are now
rapid and satisfactory. The delays with
regard to torpedo boat destroyers are due
to the difficulty of obtaining tubes, also to
experiments with a view of realising con-
tract speeds. The liquidation of two firms
seriously delayed matters, and the con-
struction of eight of the most important
ships was transferred to other firms. The
armars have not yet been undertaken. In
the event of Parliament increasing the
naval expenditure, the committee reports
that it would be practicable to obtain from
private sources a larger output of shipbuild-
ing, armament, and stores than is now de-
manded. The committee recommends that
the Admiralty should be empowered to
enter into contracts without calling for
competitive tenders.

There is no particular time of the year for
taking

Stearns' Wine of Cod Liver Oil.
The time to take it is whenever it is
needed—when the system is disordered by
disease, or overcome by unnatural languor
and depression, when the body is in an
asthenic state. If you are losing flesh, if
your appetite is poor and you do not relish
your food, if you are pale and weakly, if
you are overcome with an indispotion to
exertion, you need Stearns' Wine. Whole-
sale from A. S. Watson & Co., Ltd.,
Hongkong.

TELEGRAMS.

[CHINA MAIL SPECIAL SERVICE.]

CHANGE OF CHINESE OFFICIALS.

(From Our Own Correspondent.)

SHANGHAI, May 29, 9.42 a.m.

NEW GOVERNOR OF SHAN-TUNG.

His Excellency Chang Yin-chuan, Govern-
or of Shantung, has been transferred to
Hunan. He is succeeded by H. E. Chou
Fu, at present Treasurer of the Province of
Chihli.

[Chou Fu is well known as an official of
pro-Foreign tendencies, having been
Customs Tsoai at Tientsin for several
years. His appointment may be taken as
indicating a desire on the part of the
Chinese Government to promote good
feeling with the Germans in Shantung.—
Ed., C.M.]

[RUSSIAN SERVICE.]

THE PEACE NEGOTIATIONS.

LONDON, 27th May, 1902.

Reuter's Petrograd correspondent says that
the feeling of optimism in regard to peace
prospects is hardly based upon solid facts,
and that the protraction of the conference
is not necessarily a hopeful sign. There
still remains an obstinate minority on the
Boer side favouring a resumption of the
hostilities, and it is unlikely that those
favouring peace will abandon the struggle
so long as there is a fair minority desirous
of continuing it.

The Daily News says it is rumoured that
reports of a hitch in the negotiations reach-
ed the House of Commons late yesterday
evening.

THE CORONATION CELEBRATIONS.

A scheme has been prepared by the
Admiralty, on the initiative of the Prince
of Wales, whereby the British fleet all over
the world will be enabled to join in the
celebrations on the 26th June. A division
of men-of-war will be sent to each of the
principal ports on each station.

PEACE PROSPECTS.

LONDON.

It is understood that Lord Kitchener de-
precates all excessive optimism in regard to
the peace negotiations, wishing to save the
public needless disappointment. In Lon-
don it is believed, however, that peace
prospects continue satisfactory, especially
as the Boer military position is extremely
precarious.

[DEUTSCH-ASIATISCHE LADY SERVICE.]

GERMANY AND THE UNITED STATES.

BERLIN, May 22.

The German Government has asked the
United States to protect the German
subjects in Panama with their men-of-war
in case of need.

THE DICTATORSHIP OF ALSACE-LORRAINE.

A committee representing the population
of Alsace-Lorraine has petitioned to-day in
Metz for his intention to remove the
dictatorship now existing in Alsace-Lor-
raine. His Majesty thereupon replied that
it was his duty, when ascending the
Throne, to win first the confidence both of
his own and of the foreign countries, and
that he had particularly to convince the
latter of his strong desire to maintain
peace. Now-a-days every one was con-
vinced that he was very strongly in favour
of the maintenance of peace. After having
created in this way the basis for a further
peaceful development of the German
Empire, he was now prepared to show the
people in Alsace-Lorraine his friendly feel-
ing for, and his confidence in, them, and to
do so, he had decided to remove the
dictatorship which was in force all the time
since 1870.

Home Football.

The following football results are to
hand by the German mail:—

ENGLISH LEAGUE.

At Sunderland, Sunderland (2) beat
Bolton Wanderers (1).

At Blackburn, Liverpool and Blackburn
Rovers drew—1 all.

At Derby, Sheffield Wednesday and
Derby County drew—2 all.

At Bury, Bury (4) beat Newcastle United
(0).

At Small Heath, Notts County and
Small Heath drew—no score.

OTHER MATCHES.

At Glasgow (inter-city league), 3rd
L.R.V. and Heart of Midlothian drew—1
all.

At Greenock (Renfrewshire Cup final),
St. Mirren (1) beat Greenock Morton (0).
Brown, of Greenock, had his leg broken.

At Manchester (Manchester Senior Cup
final), Newton Heath (2) beat Manchester
City (1).

REVIEW.

At Rochdale, before 25,000 spectators,
in the final tie for the Northern Union
Cup, Broughton Rangers beat Salford by 5
goals 5 tries (25 points) to nil.

BRUISES, WOUNDS AND LACERATIONS.

NEED an antiseptic dressing. Cham-
berlain's Pain Balm answers this
purpose to perfection. It is a balsam of
wonderful healing power. One application
given relief. Try it. For sale by All
Dealers: WATKINS Ltd., General Agents.

THE SANITATION AND WATER SUPPLY.

Recommendations by Dr. Clark.

Hon. F. H. May, Colonial Secretary,
has submitted to the Sanitary Board Mr
Osbert Chadwick's reports on the
Sanitation and Water Supply of Hong-
kong for any remarks or suggestions they
may have to offer thereon.

Dr. Clark, Medical Officer of Health, re-
commends that the Board resolve—that
they fully concur in the following recom-
mendations of Mr Chadwick:

WATER SUPPLY.

(1) That the provision of a low level re-
servoir (with pumping station) in Taisan-
tak Valley be proceeded with at once.

THE AMERICAN SHIPPING SUBSIDIES.

Seeing that only about 10 per cent. of all the foreign trade of the United States is carried in American ships, and that close upon 50 per cent. of the whole is carried in English ships, it will be readily understood that the Ship Subsidy Bill, which is now before the House of Representatives, after passing successfully through the Senate, is receiving much attention at the hands of British shipping interests. In the last three or four years there has been a remarkable activity in shipbuilding circles in the States. The nation has awakened to a becoming sense of the need for having, in the interests of a few thousand shipbuilders in Maine and on the Great Lakes, allowed of its Mercantile Marine to dwindle away and become, for the most part, obsolete. Capital which was at one time turned exclusively to the opening out of the country by railroads and to the development of its mineral and other internal resources, is being freely invested in shipbuilding, and new yards are being erected at scores of suitable spots along the Atlantic seaboard, as well as on the Lakes (which now give access for deep-draught vessels to the sea by way of the St. Lawrence canal system) and on the Pacific slope. The decrease in recent years in the cost of ship plates and other materials for the construction of first-class vessels has continued those who are really the pioneers of a modern marine in their policy; and now the world is being reached to the novel spectacle of ocean-going steam and sailing vessels being handed in numbers from American yards, in order to take the place of older vessels, which were mostly of English build, or to permit of extensions of operations the better to compete with rivals sailing from the same United States ports under alien flags. Save with the special sanction of Congress, foreign vessels may not be admitted to American registry and enjoy the privileges thereof. Numerous American citizens evade this obstacle and foolishly encounter by leaving the foreign flag flying at the masthead of the vessel they control, and, therefore, the deep-water tonnage actually owned by Americans is not so insignificant in comparison with that owned by Englishmen or Germans, Frenchmen or Norwegians as the bare statistics would seem to indicate. But the existing conditions are unsatisfactory. A large and efficient Mercantile Marine is desired, which will be a fitting corollary to the new United States Navy, and will be the means of keeping in the country many millions of dollars which are now paid annually in the way of freight to Englishmen and others. The growth of first-class shipyards is a proof that, having guessed the situation, the Americans are proceeding with their customary energy to do something about it. So far, the promise of subsidies has helped the movement. But they do not lay down expensive plants in the mere hope that Congress will do something to make them profitable, and they understand, as we are sure they do, that they are not to be taken for granted. They are in earnest, and, as a result, the interest in the shipbuilding revival is going on in earnest, and, as a result, the interest in the shipbuilding revival is going on in earnest, and, as a result, the interest in the shipbuilding revival is going on in earnest.

stimulate further the construction of this type of steamer—the steamer built with particular reference to prompt and economical conversion into auxiliary Naval cruisers—special compensation is offered. 2.70 cents per ton per 100 miles for vessels of 20 knots or over; 2.4 cents for those of 19 or 20 knots; the steamer in both cases to be over 10,000 tons burden; 2.30 cents to 5000 ton vessels capable of 18 knots, and so on down to 1.4 cents for those of 14 knots. These percentages are subject to allowances, and may be underbid. This mail subsidy has this guard against undue extravagance. The means proposed to induce the construction of the highest grade of steamship terms have failed to attract the shipowner and builder in France, but in the United States the conditions are favourable almost all round, whereas in France they are just the reverse. The American who is not blinded by the rage for "encouragement" recognizes that subsidies are not needed—this shipbuilding is making very rapid headway, and that the equivalent of a million sterling, which it is now sought to pay over annually to the builders and owners, will only serve to swell out profits which are already high. When American plates can be laid down in Glasgow at less than the cost of production in that district, it will be apparent that in this essential matter there is no necessity for subsidizing the prices of construction in America itself, but the fact of the Steel Trust in keeping prices high. Remove the Protective Tariff, and see how promptly the Trust will reduce its quotations. But it is to be noted that the shipbuilding industry has been repressed even by the Trust, and it was only a few months ago that Mr. James J. Hill was telling the world that quotations for the same class of vessel obtained in England and in America gave an advantage to his own country. That may be exceptional, but at least there is no room for the talk about the greater cost of building vessels in American yards. Nor need the cost of operation be greater. The most recent advice from the States does not present a hopeful view of the prospects of the Bill passing the House of Representatives. The great defect—or what is regarded as the great defect—is the inadequate provision for steam carriers of American products, while generous treatment is accorded to the fast passenger steamer. "If amended in this respect," it has been said, "the Bill loses its attraction to its present promoters." The remark confirms the belief that the measure has been engineered, like its predecessors, for the special benefit of one class. *The Standard*, April 5.

REVIEWS.

BLUE LILIES. By Lucas Cleve. London: T. Fisher Unwin. Lucas Cleve has done better work, and is neither at his best or highest in this book. He puts a charming woman, who has run away from her husband, because he is a good deal that he should not be, into many positions of dangerous difficulty. All things come right in the end, virtue is rewarded, and vice finds it does not pay. The book is mainly in diary form, full of descriptions of flowers and the delights of gardening and the peace of mind to be found in company with Mother Nature. The diary is amusing in some places, with a certain "cuteness" of observation of men and things, especially in the chapters describing a visit to Germany, and for those who like this sort of thing it is just the sort of thing they would like.

SHAKESPEARE, OR THE EVOLUTION OF A STATESMAN. By Walter Barr. London: T. Fisher Unwin. Of course, in the evolution of a Statesman, a woman assists, and readers of this book will find a woman's influence a potent force. "She intended to guide the strong man by inducing him to look upward." "Without or with offence to friends and foes I sketch the world exactly as it goes." And so this volume has some typical characters in it; the politicians pull wires, and the reader is introduced to some queer characters and queer methods in the game of politics, which do not make for human nature, and will be so till the end of the chapter. The book is interesting and well written, and a decided relief from the numerous sex question novels which are at present flooding the market with vitriol.

MICHAEL, FORTUNE. By E. Frances. London: Macmillan and Co. (Forwarded by Messrs Kelly and Walsh.) Michael is a melancholy youth, having passed a childhood lonely and almost unloved in a quiet English country house, which can be the quietest place in the whole world. He falls in love with a girl who has also been brought up without the loving care of a mother. It is the love story of these two lonely somewhat self-centred souls that makes the book. Many men, many minds, and there are many who will find a gentle enjoyable sense of melancholy stealing over them as they read this simple story, told in good and flowing English.

"If the blood is diseased the body is diseased."—Remember that the blood, whether pure or impure, circulates through the organs of the human body—Lungs, Heart, Stomach, Kidneys, Brain. It is the blood with poisonous matter it spreads disease on its course. In cases of Scabies, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Scrophulous and Sores of all kinds the effects of Clarke's Blood Mixture are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold everywhere at 2s. 6d. per bottle. Beware of worthless imitations and substitutes.

Opium Quotations.

HONGKONG, May 29, 1902.	
New Palma, cash	880
Old Palma, cash	870
New Benares, cash	870
Old Benares, cash	860
New Malwa, credit	900
Old Malwa, credit	890
Allowance, Tael	4/10
Last Year	1000
Allowance Tael	4/10
Old Malwa credit	900
Old Malwa credit	890
Perian, Oily, cash	670
Allowance, Tael	4/10
Perian, Paper, credit	670
Allowance, Tael	4/10

INTERNATIONAL GOLF.

England v. Scotland.

There was a great crowd of golfing enthusiasts at Hoylake on the 26th ult., the occasion being the first International encounter between teams of amateurs representing the best talent in England and Scotland. J. L. Law was absent from the Scottish side through indisposition. When play commenced in the morning the sun was shining brightly, but a strong Easterly wind somewhat interfered with the players. The first pair to take to the tees were Messrs John Ball, jun., and R. Maxwell, and Ball won the round by the narrow margin of a hole, his score being 11 out of 40, against Maxwell's 40 and 42. Another good encounter was that between Harold Hilton and J. E. Laidlay, the latter being the Amateur Champion by one hole. Then for a long time the Scottish players carried all before them. Graham, Talbot, Ferguson, and McNeill putting their side no fewer than 13 holes in front. G. F. Smith, the Southport cricketer, however, achieved a great victory over J. Blackwell, the margin in his favour being 8 holes, and, with S. H. Fry, further retaining the lead by 2. Scotland finished 1 up on the first round, the scores being—Scotland, 14; England 13. The feature of the second round was the excellent form shown by Laidlay, Graham, and McNeill, who defeated their opponents by 3, 4, and 6, respectively; whilst Charles Hutchings held an advantage of 8 holes over L. Balfour McNeill. Scotland, however, scored 18 holes, as against England's 12 for the second round, and thus won 7 holes, and secured for the two rounds of 36 holes as follows:—

ENGLAND.		SCOTLAND.	
J. Ball, jun.	1	R. Maxwell	0
H. H. Hilton	0	J. E. Laidlay	0
H. Hutchings	0	J. Graham, jun.	0
C. Hutchings	6	L. Balfour McNeill	0
J. A. T. Branton	0	J. McNeill	0
H. G. Ellis	0	S. Mure Ferguson	0
Hon. E. M. Scott	0	F. M. Kenzie	0
R. Darwin	0	J. R. Gairdner	0
G. F. Smith	9	J. Blackwell	0
S. H. Fry	9	G. E. Dick	0
Total	21	Total	28

COLOMBO HARBOUR.

Progress of the Works. Since the first block of the South-West breakwater of the harbour of Colombo was laid by His Majesty the King (when Prince of Wales) in 1875, Colombo has become a great port of call for loading and also for transhipping cargo for home and for distribution from London. This breakwater, which is 4,210 ft. in length, sheltering 400 acres of water space, with a depth of 30 ft. at low water, was completed in 1875 at a cost of about £200,000. Fifteen years ago almost all the lines of steamers running to the East and to Australia, came to call at Colombo both outward and homeward, and in consequence of the rapid increase in the use of the port it became necessary to consider the question of increasing the sheltered deepwater area. Consequently a design was prepared with that object in view, 1893, which contemplated the construction of a North-East breakwater, 1,000 ft. in length, extending from Mutual Point, and of an island breakwater, 2,670 ft. long. These two works have been so arranged as to give, when completed, a northern entrance of 700 ft. in width, having a depth of 34 to 36 ft. at low water, and a central entrance of 600 ft. in width, having a depth of from 29 to 40 ft. at low water. The area thus enclosed within the harbour, when fully sheltered, will be 600 acres, which will render Colombo one of the largest, if not actually the largest, artificial harbours in the world. The new breakwater of the new breakwaters was laid in December 1893. Not long after these designs had been proposed, it was decided to construct a graving dock at Colombo for the use of His Majesty's ships, and for the accommodation of the numerous vessels using the port. The first sod was cut in March, 1894. The length of the dock is 500 ft. in floor, the breadth being 113 ft., and the depth over the sill 25 ft. at low water. The cost in being defrayed jointly by the Admiralty and the Government of Ceylon in equal proportions. For the repair and overhauling of small vessels a patent slip is now being constructed, which is adapted for the accommodation of craft up to 1,250 tons deadweight. A coaling depot is also being formed having an area of 24 acres, which will afford storage capacity for 250,000 tons of coal. Dredging with the graving dock is likewise in actual progress. The estimated cost of the breakwater, coaling ground, patent slip, and other works in progress, excepting the graving dock, is £257,000. The graving dock, however, in connection therewith the estimated cost is £218,000.

Sir John Coode designed the south-west breakwater, and it was executed under his direction. Mr. John Kyle, senior, being the resident engineer. The works were in progress, and which are fast approaching completion, were designed by Messrs. Coode, Son and Matthews, engineers, of Westminster. Mr. J. H. Bostock being the principal assistant. Mr. A. D. Frouse and Mr. S. R. E. Beard.

Something of the magnitude of the works can be realised from the fact that there are 2,000 free work-people and 700 convicts daily employed upon them, while the three principal divisions stretch over a mile and a half. On the 21st of January, Mr. W. Matthews, C.M.G., consulting engineer, at the beginning of this year, special visit to the works, and on the 1st February the members of the Harbour Board were taken over the works in a very thorough manner. Two days later Mr. Matthews and Mr. Bostock took round another distinguished party, and showed them each division of the work, a locomotive and open carriage being employed to go from point to point, beginning with the patent slip, on to the dock, and ending at the outermost point of the new breakwater, where blocks were being set. The party, which had assembled at 8.30 a.m., was much pleased and edified and did not disperse until 10 a.m.

LATE TELEGRAMS.

Roosevelt's Good Friend.

London, May 15.—The Duke of Connaught has arrived in Madrid, and the accession ceremonies began to-day with the reception of the Foreign Envoys. A remarkable feature was the United States Envoy, Mr. Curry, formerly Minister at Madrid, being treated with especial distinction. He was received first after the Papal Nuncio, and presented a most cordial letter from President Roosevelt, addressed "My great good friend," and signed "Your good friend."

Bishop Copleston Enthroned. Calcutta, May 15.—Bishop Copleston was enthroned to-day. The proceedings were remarkable for their simplicity. His Lordship took the oath, and was then conducted to the throne by the Bishop of Calcutta. All the ceremonial and pomp which marked Dr. Welton's induction were omitted, and the evening service proceeded at once.

Government and the White Star Line. London, May 12.—Mr. Arnold-Forster, in reply to a question in the House of Commons, said that the subsidy agreement with the White Star Line had been renewed for three years, and a clause added forbidding a change in the vessels' flag without the consent of the Government.

English Cricket. May 10.—The Essex versus Yorkshire, and Warwick versus Surrey matches played at Leyton and Birmingham respectively, ended in a draw. Rain interfered with all the matches.

By-Election at Bury. Mr. Toulmin, Liberal, has been elected for Bury, in place of Mr. Kenyon, Conservative, and defeating Mr. Lawson, the Unionist Candidate, by 444 votes. The polling was—

Mr. Toulmin 4,213
Mr. Kenyon 3,799
Mr. Lawson 3,799

The Budget. May 16.—Lord Spencer and Mr. Asquith have addressed meetings at Manchester to protest against the corn tax. *The Times* and the Conservative papers ridicule the Golden Age agitation.

Extending British Rule in Nigeria. A strong expedition is occupying Western Borno, and the Government has further decided to effectively occupy the whole area to Lake Chad, and establish a Resident, with a garrison, at Kuka.

The Military Riot at Maymyo. Calcutta, May 15.—Major Strickland, Deputy Commissioner, has arrived at Maymyo, and the trial of the accused Kroms, in the outrage case, begins to-day. The accused number 56. The District Superintendent of Police, and the Government Advocate are conducting the case for the prosecution, and Mr. Swinhoe for the defence.

Another Big Fire. May 16.—A destructive fire took place yesterday, in Calcutta. The goods of a principal merchant, were destroyed, and the damages are estimated at six lakhs.

From the Women of India. The Begum of Bhopal has in hand a congratulatory address to the King-Emperor, signed by most of the Mohammedan ladies of India belonging to noble families of ancient descent.

Horrible Story of Poisoned Water. Bombay, May 15.—The Aden correspondent of the *Times* of India reports that there is further fighting between Maheba and Jeddah, owing to attacks made by the Arab tribes on the pilgrim caravans. A large band of the Arabian tribe hid in the hills along the route and captured a small force, killing nine of the guard. When the caravan came along the robbers attacked them, and the trial of the accused Kroms, in the outrage case, begins to-day.

THE STEAMSHIP. HAMBURG. OF THE HAMBURG-AMERICA LINE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being loaded and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 4th June, will be subject to sale.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Tuesday, 3rd June, at 9.30 a.m., and Thursday, 5th June, at 9.30 a.m.

No Claims must reach us before the 7th June, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by us if undesignated.

NORDDEUTSCHER LOYD, MELCHERS & CO., Agents. Hongkong, May 23, 1902. 1145

RAMBLE THROUGH SOUTHERN FORMOSA. By G. TAYLOR, I. M. Customs. With Woodcuts. [Reprinted from the China Review.] One of the Best Sketches of Formosa Life yet written.

Price 81.00. China Mail Office, 5 Wyndham Street, Hongkong.

STEAMERS MISSING.

Great Loss of Life Feared.

Calcutta, May 12.—The Madras coasting steamer *Canara* due from Rangoon, last Tuesday, has not arrived yet. The steamer *Megha* has gone in search of her. It is suspected that the *Canara* has broken her propeller shaft.

May 13.—Up to yesterday afternoon, no news had been received of the steamer *Canara*; and the *Chitra* has been sent out from Moulemein to cruise in the direction of Kalingapatnam, the last port at which the *Canara* touched. The *a.s. Megha* wired from Diamond Island, on Sunday evening, that no trace could be found of the missing steamer. It is calculated that she reached the Baratang flats when the storm burst. She has 650 passengers on board. All the mail steamers coming and going have received orders to keep a light-out for her, and even to go out of their course to look for her.

The Bangqua lightship, lost her anchor and chain, and damaged her wheelbar in the recent storm. The Krishna lightship, at Kalingapatnam, lost her mast, and the *Coronel* steamer belonging to a Chinaman, is missing. Nothing has been heard of the steamer *Thaps*.

May 11.—Up to last night nothing had been heard of the missing steamer *Canara*, nor eight days overdue, and grave anxiety is felt for her safety.

She left Calcuttapatnam on the 2nd May, with the *Canara* mail, and a small cargo of 300 tons and 650 native passengers.

She was due at Rangoon on the 6th, the date upon which the storm on the Burmah Coast commenced.

She should have been near her destination when she encountered the storm, but no trace of her has been found by the steamer *Megha*, which arrived at Diamond Island on Monday, from Rangoon, after having carefully searched the Burmah Coast between these places. This encourages the hope that she may have broken down somewhere in the Bay of Bengal, and is probably drifting in a helpless condition.

Later, the *Megha* has proceeded across the Bay, in the hope of picking up the missing vessel; and the Commanders of 6 or 9 British India Mail Steamers have received orders to take different courses in proceeding across the Bay.

The steamer *Thaps* has been sent from Akyab to search all the creeks along the coast.

The *a.s. Chitra* is on her way from Moulemein to search the Andamans. The British India Company is doing everything to ascertain the whereabouts of the steamer.

The *a.s. Megha*, which arrived at Rangoon yesterday, reports seeing a quantity of wreckage, part of which appeared to be the upper deck of a steamer, with white boat checks, of Alameda Reef. They could find no name on any part of the wreckage, to indicate what vessel it belonged to.

Nothing is known of the steamer *Hereward*, from Bombay, overdue at Rangoon.

May 13.—The fate of the steamer *Canara* is apparently settled. The steamer *Canara*, which arrived at Rangoon yesterday, but has seen no trace of the *Canara*. The *Chitra* which arrived on Tuesday night from Calcutta, also reports not having seen the missing steamer.

Small hopes are entertained of the *a.s. Hereward*. She is a Norwegian vessel, and left Bombay in stone ballast.

The wreckage reported found by the *a.s. Megha*, near Alameda Reef, was composed of wreckage of the *a.s. Canara*. The British India boats are of tankwood. From this it is thought that the wreckage found forms a portion of the hull of the *Hereward*.

From a message received in Rangoon yesterday, from the Commander of the *a.s. Chitra*, sent in search of the *a.s. Canara*, it appears that a life-boat belonging to the missing vessel and a boat-board have been picked up south-east of the Krishna lightship, but there is no news of the *a.s. Canara*. The *a.s. Chitra* is searching the coast from Akyab to Diamond Island.

The following are the names of the crew of the *Canara*:—

Commander, Captain E. McDougall; Chief Officer, C. Hays; Second Officer, E. White; Third Officer, D. McKillop; Chief Engineer, J. Hunter; Second Engineer, J. Brown; Third Engineer, R. Cleave; Fourth Engineer, A. Colquhoun; Clerk, E. Tidwell; with 79 of a native crew and 620 deck passengers.

May 16.—There no further news of the steamer *Canara*. Vessels arriving in port have not seen nor heard anything of her.

The *Madras Mail* announces that the families of the *Canara* are being notified by the Government, and that it is prepared to open its columns to a fund in aid of the families of those lost in the *Canara*.

The loss of the steamer *Hereward* is regarded as a certainty, as there is no news of her either.

To-day's Advertisements

ZETLAND HOUSE.

No. 10, QUEEN'S ROAD CENTRAL. SUPERIOR ACCOMMODATION. MEALS AT ALL HOURS. BREAKFASTS, TIPPINS, TEAS, DINNERS AND SUPPERS. Moderate Charges. MRS. WATLING, Proprietress.

Hongkong, May 29, 1902. 1142

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE STEAMSHIP. HAMBURG. OF THE HAMBURG-AMERICA LINE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being loaded and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Ltd., Kowloon, whence delivery may be obtained.

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No Fire Insurance has been effected. Bills of Lading will be countersigned by us if undesignated.

NORDDEUTSCHER LOYD, MELCHERS & CO., Agents. Hongkong, May 23, 1902. 1145

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, On

TUESDAY, the 3rd June, 1902, at 2.30 p.m., at No. 11, Knutsford Terrace, Kowloon, A QUANTITY OF HOUSEHOLD FURNITURE.

(Full Particulars in Catalogue.) On View from Monday, the 2nd June. Terms—Cash on delivery. GEO. P. LAMBERT, Auctioneer.

Hongkong, May 29, 1902. 1143

AUSTRIAN NAVIGATION COMPANY. STEAM FOR

PICME AND TRIESTE DIRECT, Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through Rates to the Brazils, to South America, Red Sea, Black Sea, Levant, Vostok and Adriatic Ports.)

THE Company's Steamship GISELA. Captain CALABRESI, will be despatched as above on FRIDAY, the 30th May, p.m.

This Steamer has Capable accommodation for Passengers, Electric Light and Carriage Deck, and is fitted with the latest information as to Passage and Freight, apply to

SANDER, WIELEK & Co., Agents. Hongkong, May 29, 1902. 1146

Hotels.

NEW VICTORIA HOTEL.

ROTISSERIE. Meats a la Carte. CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Dinner at Moderate Rates. Madar & Farmer, Proprietors. Hongkong, May 1, 1890. 1187

HOTEL CRAIGIEBURN.

PUNKET'S GAP, THE PEAK, near the TRAM TERMINUS. TELEPHONE 56. For Terms, Apply to the MANAGER. 741

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alleys and Billiards. The Cuisine is Excellent. J. W. OSBORN, Proprietor. Hongkong, September 6, 1890. 850

THE QUEEN'S HOTEL.

ELGIN ROAD, KOWLOON. THREE minutes' walk from the Steamer Wharves, and seven minutes by Ferry-launch from the City of Victoria. A First-class Hotel, with thirty-five airy Bedrooms.

Everything of the Best. Dinner Parties by Special Arrangement. Billiards (Thurston Match Table). Most perfect culinary arrangements. Food both in European and Eastern styles.

H. RUTTONJEE, Proprietor. Hongkong, March 3, 1902. 452

QUEEN'S HOTEL.

WEI-HAI-WEI, LTD. WEI-HAI-WEI.

THE most Elegant and Comfortably equipped HOTEL in NORTH CHINA. The Hotel, situated on a hill, commands a fine view of the Sea.

The air is cool, healthy and invigorating, and Guests will find it a delightfully pleasant and healthful residence during the heat of the Summer months.

THE CUISINE is in charge of a well qualified Cook. SEA BATHING—Special accommodation is provided.

SULPHUR BATHS—Wei-hai-wei is noted for its fine Sulphur Baths. BILLIARD and BAR-ROOMS are fitted with the latest appointments.

The Hotel is fitted throughout with Electric Lights, Electric Bells, and is throughout up to date in every respect.

Applicants for Rooms will kindly apply to THE ASTOR HOUSE, HONGKONG, LTD., Shanghai or QUEEN'S HOTEL, Wei-Hai-Wei. Hongkong, May 5, 1902. 959

Pelham House,

FAMILY HOTEL, WYNDHAM STREET. M. MOORE, Proprietor.

THE WAVERLEY HOTEL.

102 HOUSE STREET, HONGKONG. A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and Elegantly Spacious Rooms. Very MODERATE TERMS to FAMILIES by the DAY or MONTH. Hongkong, December 18, 1900. 2339

THE ROBINSON PIANO CO., LTD.

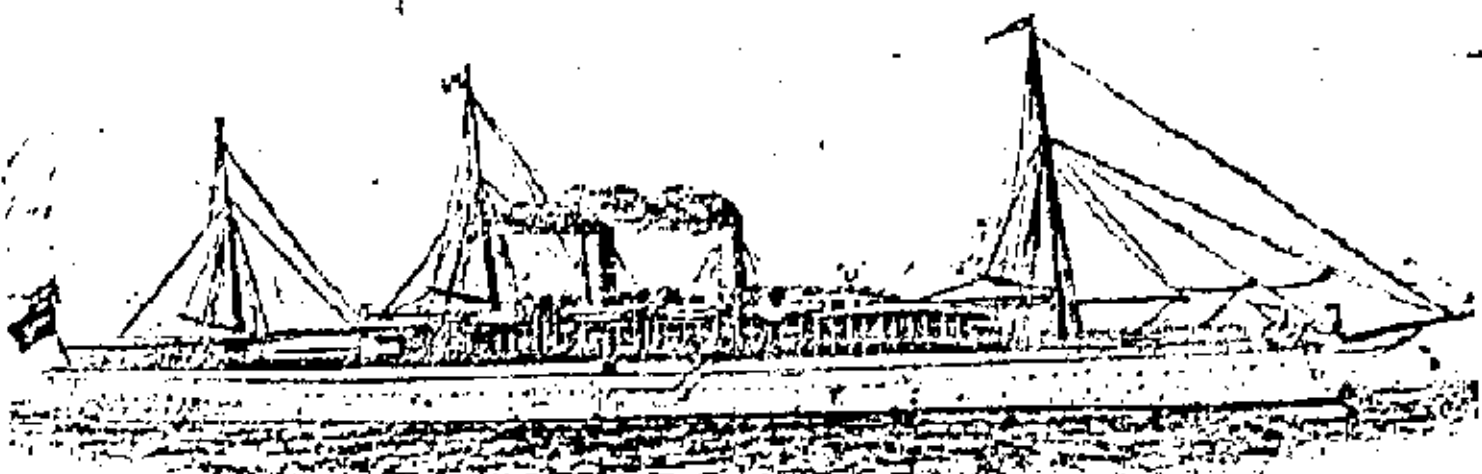
HONGKONG, SHANGHAI AND SINGAPORE. Pianos by all the leading London and Continental Manufacturers.

HAAKE PIANOS. These are first class instruments, and at the prices they cannot be beaten.

WERNER PIANOS. These instruments are noted for the excellent quality of tone, touch and general workmanship, and intending purchasers should inspect these pianos before buying elsewhere.

BECHSTEIN PIANOS. It is unnecessary to say anything about these instruments, as the name is quite sufficient.

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Callings: SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

R.M.S. EMPRESS OF CHINA, Comdr. R. ARCHER, R.N.R., WEDNESDAY, June 4.
R.M.S. EMPRESS OF INDIA, Comdr. O.P. MARSHALL, R.N.R., WEDNESDAY, June 21.
R.M.S. EMPRESS OF JAPAN, Comdr. H. PETER, R.N.R., WEDNESDAY, July 16.
R.M.S. EMPRESS OF AUSTRALIA, Comdr. H. MOWAT, R.N.R., SATURDAY, July 20.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the TRANS-PACIFIC JOURNEY, make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets in various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of Japan and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, second to none in the world, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

Special Extra Service.

The Company's latest Steamships "ATHINIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Class Passenger accommodation, the "ATHINIAN" takes 2000 Chinese Passengers with accommodation equalled on the Pacific, and also Steamships. The "TARTAR" takes First Class and Second Class Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books of Freight and Passage, apply to

Hongkong, May 29, 1902. D. E. BROWN, General Agent, Pedder Street. 1112

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GERMANY, SWEDEN, GOSWICK, THURSDAY, GERMANY, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Selen, Capt. Bremer, 4th June, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Selen, Capt. Bremer, 18th June, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Selen, Capt. Bremer, 1st July, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Selen, Capt. Bremer, 15th July, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Selen, Capt. Bremer, 30th July, 1902. Freight.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, Queen's Buildings, No. 1.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KORE, YOKOHAMA, FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP, TONS, CAPTAIN, HONGKONG.

INDRASAMHA, Alfred Horsfall, June 14, 1902.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Hongkong, 16th May, 1902.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Hongkong, 16th May, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers, Destinations, Sailing Dates.

KUMANO MARU, E. W. Haswell, NAGASAKI, KORE and YOKOHAMA, FRIDAY, 30th May, at Noon.

KASUGA MARU, H. Fraser, SYDNEY and MELBOURNE, SATURDAY, 31st May, at Noon.

HITACHI MARU, J. Campbell, MARSHALLS, LONDON and ANTWERP, VIA SHANGHAI, PENANG, COLOMBO and Port Said, SATURDAY, 31st May, Daylight.

IDZUMI MARU, C. H. Butler, BOMBAY, VIA SINGAPORE and COLOMBO, SATURDAY, 31st May, at Noon.

RIOTON MARU, N. Ouse, VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOI, KORE and YOKOHAMA, MONDAY, 2nd June, at 4 p.m.

KAWACHI MARU, J. S. Thomson, KORE and YOKOHAMA, FRIDAY, 6th June, Daylight.

IFUKA MARU, J. B. Macdonald, MARSHALLS, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and Port Said, SATURDAY, 14th June, Daylight.

IYO MARU, S. J. G. Parsons, VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOI, KORE and YOKOHAMA, MONDAY, 16th June, at 4 p.m.

For further information as to Freight, Passage, Sailing, Etc., apply at the Company's local Branch Office at Prince's Buildings, 1st Floor, Chater Road.

A. S. Mihara, Manager. 718

Hongkong, May 26, 1902.

Shipping.

OCEAN STEAMSHIP COMPANY

FROM OUTWARDS. DUE

GLASGOW AND LIVERPOOL, ALGERIENS, 1st June.

GLASGOW AND LIVERPOOL, SARDEGNES, 14th June.

GLASGOW AND LIVERPOOL, ALEXANDRIA, 19th June.

GLASGOW AND LIVERPOOL, ALEXANDRIA, 27th June.

GLASGOW AND LIVERPOOL, ALEXANDRIA, 1st July.

S. S. "STENTOR" from SINGAPORE has arrived and leaves for SHANGHAI TO-MORROW, 30th Inst.

FOR HOMEWARDS. TO SAIL

LONDON, 10th June.

LIVERPOOL DIRECT, 10th June.

LONDON, 24th June.

LONDON, 24th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co. Hongkong, May 29, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMER TO SAIL

SINGAPORE AND CHUNGking, 30th May.

SHANGHAI AND CHUNGking, 31st May.

TIENTSIN, 1st June.

YENAN, 2nd June.

KORE, 6th June.

PORT DARWIN, THURSDAY 18th.

LAND COASTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE, 7th June.

* The attention of passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

* Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. 75 Hongkong, May 28, 1902.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ALEXANDRIA, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BIRMINGHAM, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers, Sailing Dates.

PREUSSEN, 12th June, THURSDAY, 12th June.

HAMBURG, 20th June, THURSDAY, 20th June.

PRINZ HEINRICH, 10th July, THURSDAY, 10th July.

SACHSEN, 24th July, THURSDAY, 24th July.

KLAUSCHAU, 7th August, THURSDAY, 7th August.

BAVARN, 21st August, THURSDAY, 21st August.

KONIG ALBERT, 18th Sept., THURSDAY, 18th Sept.

WILHELM KESSE, 1st October, WEDNESDAY, 1st October.

DARMSTADT, 15th October, WEDNESDAY, 15th October.

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 12th day of June, 1902, at Noon, the Steamship PREUSSEN, Captain B. PETERS, will leave this Port as above, calling at SINGAPORE and COLOMBO.

Shipping Orders will be received on Tuesday, the 10th June, Cargo and Specie will be received on Board until 5 p.m. on Wednesday, the 11th June, and on Thursday, the 12th June.

Contents of Packages must be declared. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, KORE and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamer, Tons, Captain, Proposed Sailing.

Yakima, 2881, A. Dixon, May 31, 1902.

Olympic, 2837, J. Trubridge, June 28, 1902.

Albatross, 2750, G. E. Warner, July 12, 1902.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, \$22.

Excellent accommodation. First class Table. Dozen and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, \$45.

The Railroad travelling is second to none on the American Continent; two transcontinental trains daily from Tacoma. DINING CAR is attached to transcontinental trains day and night; TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, \$25.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria, Tacoma to DRY and ST. MICHAEL.

Rates of Passage to other Ports on application.

Special rates offered to members of Government Services.

For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents. 422 Hongkong, May 24, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR STEAMER TO SAIL

TAMISU, VIA SWATOW, 1st June, SUNDAY, 1st June.

FOOCHOW, VIA SWATOW, 4th June, WEDNESDAY, 4th June.

TAMISU, VIA SWATOW, 8th June, SUNDAY, 8th June.

ANPING, VIA SWATOW, 11th June, WEDNESDAY, 11th June.

TAMISU, VIA SWATOW, 14th June, SUNDAY, 14th June.

ANPING, VIA SWATOW, 17th June, WEDNESDAY, 17th June.

* The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Piers at the Customs' water-front premises at Tientsin to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information apply to

The MITSUI BUSSAN KAISHA, AGENTS. 5279 Hongkong, May 28, 1902.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE, named—

FOR SINGAPORE AND BOMBAY, 29th May, Noon, 29th May. YAMA VIA SHAL, 31st May, Noon, 31st May. MOI AND KORE, 31st May, Noon, 31st May. MARSHALLS AND LONDON, 31st May, Noon, 31st May. SHANGHAI, 31st May, Noon, 31st May. LONDON, 31st May, Noon, 31st May.

* Calling at Penang and Colombo if sufficient inducement offers.

* See Special Advertisement.

† For Freight only.

For Freight or passage, and further Particulars, apply to E. A. HEWETT, Superintendent. 26 P. & O. S. N. Co.'s Office, Hongkong, May 28, 1902.

THE CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

PROPOSED SAILINGS FROM HONGKONG.

FOR STEAMER TO SAIL

SHANGHAI, NAGASAKI, 31st May, About May 31.

KORE AND YOKOHAMA, 31st May, About May 31.

LONDON, 31st May, About May 31.

For Freight and further information, apply to DODWELL & CO., LD., Agents. Hongkong, May 27, 1902.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

Captain R. BROWN, will be despatched for the above Ports on SATURDAY, 31st Inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAURIE & CO., General Managers. Hongkong, May 28, 1902.

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Shipping.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR KORE.

THE Steamship

Captain ELIAS, will be despatched for the above Port on SATURDAY, the 31st May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric

Vessels Advertised as Loading

Vessels Advertised as Loading

Arrivals.		Date of Leaving.	
terfield & Swire,	June 7.		
thers & Co.,	June 12, at noon.		
thers & Co.,	June 26.		
burg-Am'ka Lim'd,	June 4.		
burg-Am'ka Lim'd,	June 18.		
burg-Am'ka Lim'd,	July 1.		
terfield & Swire,	May 31.		
Livingston & Co.,	May 31, at noon.		
terfield & Swire,	June 6.		
well & Co. Limited,	May 31.		
terfield & Swire,	June 15.		
terfield & Swire,	June 10.		
terfield & Swire,	June 10.		
terfield & Swire,	June 24.		
terfield & Swire,	July 8.		
& O. S. N. Co.,	June 7, at noon.		
well & Co., Ltd.,	About June 3.		
Livingston & Co.,	About June 5.		
& O. S. N. Co.,	May 31, at noon.		
asager Lines,	June 2, at 1 p.m.		
pon Yusen Kaisha,	May 30, at noon.		
well & Co. Limited,	About June 6.		
well & Co. Limited,	About June 14.		
well & Co. Limited,	About June 21.		
terfield & Swire,	May 30.		
Livingston & Co.,	June 20.		
erickson, Sons & Co.,	May 21, at 3 p.m.		
terfield & Swire,	May 31.		
& O. S. N. Co.,	About June 6.		
thard & A. S. Co.,	June 14.		
pon Yusen Kaisha,	May 31, at noon.		
well & Co., Ltd.,	About May 31.		
terfield & Swire,	May 31.		
edian P'ke R. Co.,	June 4.		
edian P'ke R. Co.,	June 21.		
edian P'ke R. Co.,	June 25.		
well & Co. Limited,	May 31.		
& O. S. N. Co.,	About May 31.		

NOTATIONS.

02.

Woe.	Paid up.	Closing Quotations, Cr.
125	all	1 \$690, buyers
10	£ 8	London, \$52.10
10	£ 8	\$27, buyers
1	£ 8	\$27, buyers
1	£ 8	\$10, sellers
250	50	\$170, sellers
250	25	\$374, sellers
109	25	\$71, buyers
100	20	in liquidation
250	50	\$390
109	30	\$120, buyers
109	20	\$250, sales
250	50	\$320
50	all	\$240, sellers
25	25	\$46, buyers
63	54	\$50, buyers
100	Thelmo	200, sales
50	50	\$374, sellers
50	5	nominal
50	all	\$45, buyers
15	5	\$284, sales & sellers
10	all	\$110, buyers
10	£ 10	\$1110, buyers
10	£ 7.10	\$7.10, sellers
10	£ 5	25, sellers
10	£ 10	\$207, ex div., sellers
10	£ 5	\$114, ex div., sellers
10	£ 1	\$14, ex div., buyers
10	Thelmo	\$200, sales

00		Tls. 100, Tls. 130, buyers
00		Tls. 100, Tls. 130, buyers
00	all	\$115, sales
00	all	\$25, sellers
50	Tls. 50	Tls. 77
00	all	\$87, sellers
50	Tls. 100	Tls. 275, sales
00		100 \$175, sales
50	Tls. 50	Tls. 110 buyers
50	\$ 30	\$30, sellers
25	Tls. 25	Tls. 20, sellers
10	all	\$12, sellers
50	\$ 50	\$55, sellers
00	all	\$350, buyers
5	all	\$2, sellers
10	all	\$51, sellers
50	all	\$1.25, sellers
30	all	\$600
25	all	---
1	1	\$9, sellers
5	5	---
5	5	Nonn.
5	\$ 42	---
50	all	\$138, sales
50	\$ 50	\$50, sellers
50	Tls. 50	Tls. 125
00	\$ 100	\$240, sales
10	all	\$15
10	\$ 10	\$63, sellers
50	all	\$140

10	\$ 10 \$14, sellers
10	\$ 5 \$8 1/2, sellers
9	\$ 10 \$21 1/2, sellers
50	\$ 50 \$35, sellers
6	£ 12 6 \$1, buyers
0	\$ 4 \$9, buyers
0	\$ 1 \$200, sellers
0	\$ 5 \$40
0	\$ 7 \$8 1/2, buyers
1	all \$12, buyers
1	all \$240, buyers
0	\$ 20 Tls. 340
0	\$ 6 \$1
0	all \$140, sellers
0	\$ 10 \$17, buyers
0	Tls100 Tls. 45, sellers
0	Tls100 Tls. 40, sellers
0	Tls100 Tls. 45, sellers
0	Tls500 Tls. 150
0	\$ 10 \$9.75, sales & sellers
0	\$ 15 \$25, sellers
0	\$ 20 \$21, buyers
0	\$ 50 \$56
0	all \$21, buyers
0	\$ 10 \$9, sales
0	\$ 50 \$7, sellers
0	\$ 500 \$90, Nom.
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	Interest. Quotation.
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annus	10 % p ^{er} ann.
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and SMITH, Share-brokers	
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Wyndham Street, Hongkong	